The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, whether in the industrial, legislative and judicial fields, and each other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

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AGITATE! EDUCATE! ORGANIZE!

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HIGH COURT'S CHILD LABOR DECISION IS MONUMENT TO LEGAL SUBSERVIENCY

Washington, Jan. 6.—The United States supreme court's recent annulment of the federal child labor law is recalled by the announcement that hearings will be held by the senate judiciary committee on a proposed constitutional amendment that is intended to legalize child labor prohibition.

This decision, delivered by Chief Justice Taft, is a masterful exhibition of how the legal mind can glide over decisions by the same court which run directly counter to the child labor decision.

The court outlawed the child labor act on the ground that the 10 per cent profits on child labor products was a penalty and not a tax. The court also ruled that the provisions of the act which permitted inspections of factories, so the act could be enforced, was an invasion of state's rights.

These two points constitute the court's major objections to the attempt to check child labor by taxing the profits of child labor.

The decision is contrary to many other decisions by the supreme court in the case of Veazie Bank vs. Fenno (8 Wallace, 533) the court held that the power of congress to use a tax to destroy can not be questioned. That case revolved around the right of congress to tax state banks not provided by a charging that seems to have silenced all opposition.

The child labor decision stands as the perfect type of legalistic jugglery and is the best proof that the power of this court should be confined to its ordinary duties.

In upholding the federal narcotic drug act, the court ruled that federal officials have the right to inspect drug stores. This, said the court, is a reasonable relation to the enforcement of the law and is, therefore, valid. In the child labor law, however, the court held that inspection to enforce that act is a violation of state's rights.

In a former decision (Evans vs. Gore, 253 U. S., pp. 255-266) the supreme court, in upholding the exemption of state securities, said:

"This court has repeatedly held . . . the power to tax carries with it the power to embarrass and destroy; may be applied to every object within its range in such measure as congress may determine; enables that body to select one calling and exempt another; to tax one class of property and forbear to tax another, and may be applied in different modes to different objects so long as there is geographical uniformity in the duties, excises and imposts imposed."

If the court applied that reasoning in the child labor case, it would mean freedom to hundreds of thousands of children.

Probably no decision by this court has made such a wide and complete departure from former decisions. Precedent has been ignored by a daring that seems to have silenced all opposition.

The child labor decision stands as the perfect type of legalistic jugglery and is the best proof that the power of this court should be confined to its ordinary duties.

SHIP OWNERS FAVOR BLACKLIST SCHEME

Philadelphia, Jan. 6.—The financial editor of the Philadelphia Public Ledger prints ex parte testimony in favor of the proposed blacklisting book that the American steamship owners' association is attempting to establish along the Atlantic coast. Mr. L. Martin, president of the association, is quoted:

"The books are substantially bound and carry a photograph and description of each seaman. Testimony is universal that employment seamen value these books as a distinct advantage. They are regarded by shipping as a step forward stabilizing and improving the personnel of the American merchant marine with the same result that has developed in Great Britain."

Organized seamen say these books are a blacklist system and the old United States shipping board forced the anti-union lake seamen's association to abandon their use on the great lakes. Of late, however, the lake carriers have re-established them.

Since the American steamship owners' association, aided by the United States shipping board, defeated the seamen and lengthened their hours, an attempt is now made to establish the great lakes' blacklist elsewhere.

The seamen also show that Mr. Marvin is in error when he says this system is used in Great Britain. On that country the seamen's union is recognized by the government. The books, containing a record of the seaman, have no photographs, and they are under the control of the board of trade, a government organization somewhat similar to the United States department of commerce. There is no similarity between the British book and the blacklist system of the American ship owners who are committed to the anti-union plan.

RAILROAD IS SCORED.

Washington, Jan. 6.—The management of the Denver & Rio Grande railroad is so incompetent and inefficient it amounts to a colossal crime upon the people living in Uncompahgre valley, Colorado, declared Representative Taylor of that state. The Denver & Rio Grande is attempting to smash the open shop unions and has declined the strike settlement offer of the president.

"The operation of that railroad this year has been a cold-blooded calamity; in fact, a tragedy," said Representative Taylor. "It has utterly failed to furnish cars at the necessary time for the movement of the fruit and potato crops, and hundreds and hundreds of carloads of fine, sweet peaches, pears, apples, and plums that are grown anywhere in the world were left to rot on trees or upon the ground.

"One of the main banks in Montrose suspended with 1,400 depositors. The banks, as everyone knows, very largely advance the money to the farmers to put in their crops, expecting to get their payments when they harvested and sold. And these have been, comparatively speaking, not sufficient crops harvested to anywhere near pay the cost of raising, and there is very little money and widespread loss and deplorable suffering."

WILL STEPHENS BE JUDGE?

San Francisco, Jan. 6.—A rumor that Governor Stephens, defeated at the primary election in August, will secure one of the two federal judgeships in California caused the Mooney defense committee to issue a statement in opposition to this proposal.

The committee bases its action on the following reasons:

That he was admitted to the bar after becoming governor, and, therefore, has no legal experience; that he never sat as a judge in any court; that he has never tried a case in any court; that during his failure to grant pardons in the case of Mooney and Billings, after an alleged exhaustive review of the evidence, proves that he is either unable to read the facts and judge a case on its merits, or is so biased that his judgment in any case would be open to question.

A DELICIOUS TERM.

Washington, Jan. 6.—"The railroad strike is 'technically effective' today on a few scant systems," said Mr. Harmon, rector of the bureau of railway economics, writing on the subject of shop men's strike.

"Technically effective" is delicious. It is a new term to excuse the complete breakdown of many railroads that are endeavoring to operate with "free and independents."

"Technically effective" can be classed with "replacement workers" instead of strikebreakers; with "open shop" instead of anti-union shop; and "employe representation" instead of hand-picked company "union."

COMPANY "UNION" IS CUNNING LURE

Chicago, Jan. 6.—The company "union" is a cunning trick, declares the Butcher Workman, official publication of the Amalgamated Meat Cutters and Butcher Workmen.

"Henry IV of France, in a spirit of unfulfilled generosity, once made the rash statement that he wanted every peasant to have a chicken in his pot on Sundays. He died, however, before he got the pots," says the Butcher Workman.

"The same magnanimity is displayed by the big packers. They established the most deceptive counterfeit in industry, the company 'union,' and with the aid of their fawning, cringing shop management representatives on that so-called con-ference board, they provide the bright future that will never come, while they deprive workers of the substantial gains they have made in the real workers' union.

"Wrought up by the big packers are realizing that the company 'union' is but a cunning lure to induce them to desert their own organization.

"The so-called industrial democracy the packers have proclaimed as a lasting benefit to their employes was offered the long-sought opportunity for a code of conduct which makes lying a virtue and snobbishness a right-eousness."

LAUNDRY EMPLOYERS WAR ON EACH OTHER

New York, Jan. 6.—In its attempt to drive small independent laundries out of business, the laundry trust is now known to be guilty of assaults, arson, and other serious crimes. Drivers employed by the trust have confessed to the district attorney that they burned that several prominent citizens are involved, and that enough evidence can be secured against them to "blow up" to send them to the penitentiary. Several cases of the trust have been arrested and these, of course, will receive stiff sentences. Seizure of the trust's books by the authorities show that one executive was paid sums of $75 to $500 by the laundry trust for each week for $25,000 ball on charges of arson and burglary. The last-named is held in $10,000 bail.

The trust used the same methods whenever its employes attempted to form a trade union. Ex-convicts were employed and these in turn introduced the same terroristic policy that the small independent laundry owners are now shown to be victims of.

BACK FROM RUSSIA.

Jackson, Mich., Jan. 6.—Bryon Arbenser, of Jackson, has returned from Russia, and is glad of it. In an interview with the Square Deal, Jackson's weekly, he described the conditions in that country.

The late soviet government was formed in Russia he clapped his hands with glee, that is, before witness of a communist utopia function on a large scale; his co-believers were in the audience, and he was in Arbenser's words, Henley.

"In company with a Mr. Kerens, a millwright of Minneapolis, he toured different parts of Russia, and the farther he went the worse he found conditions. He visited Petrograd and other larger cities, winding up near Vladivostok. Misery was everywhere. The people have nothing to eat but black bread.

"He says there are a large number of Americans in Russia who were lured there, like he was, and are unable to come back.

CHILD LABOR HEARING.

Washington, Jan. 6.—The senate judiciary committee will begin hearings January 10 on proposed constitutional amendments to congress authority to regulate child labor.

The A. F. of L. is associated with other organizations opposed to child labor in a movement to secure a constitutional amendment to overcome objections by the United States supreme court.

The court has checked two efforts to stop this evil. The first was the Kenyon child labor law, which denied the products of child labor to interstate commerce. The second was to tax the profits of child labor.

TYPOS' STRIKE UPHELD.

Minneapolis, Jan. 6.—The state industrial commission has finally taken a decision on the printers' eight-hour strike, which means that these workers are justified in suspending work to enforce an agreement the employers violated.

The commission's decision is expected to urge the passage of a law that will vest the commission with power to enforce its judgment. Trade unionists quickly noticed the sly suggestion that the legislature pass a "cart-strike" law.

WHY COAL IS HIGH.

New York, Jan. 6.—The Delaware, Lackawanna & Western coal company has declared a 40 per cent stock dividend and increased its capitalization from $4,000,000 to more than $16,000,000.

LABOR SHORTAGE CRY HAS SINISTER MOTIVE

Washington, Jan. 6.—The agitation for a let-down of immigration bars cannot conceal these facts:

The census bureau of the United States is quoted in the public press (Dec. 27) that "common labor is obtainable in large volume in many parts of the United States at the rate of $3.60 for a 10-hour day."

No northern European country has taken advantage of the 3 per cent immigration law. The quotas of England, Ireland, Scotland, France, Germany, Belgium, Holland, Norway and Sweden are all unfilled. Immigrants from these countries are not coming to the United States.

Southern Europe and the Balkan countries, where the illiterate immigrants come from, and which supplied the cheapest mine labor in the world, have their quotas filled. No more can come from these countries unless the law or part of it is changed.

To tap this supply of cheap labor is the purpose of those who cry "labor shortage."

Corporations in the United States can find plenty of labor in their own country if they will pay a living wage.

They do not want to pay a living wage. They are not interested in attracting the immigration of northern Europe.

It is also significant that these cheap labor sources only favor illiteracy test being abolished or weakened. They are not interested in the immigrant's Americanization or education. What these employers want is cheap labor. They do not care whether that labor becomes naturalized.

Lack of nerve is the only thing that stops these chiefs of industry from urging the importation of coolies.

INTELLIGENCE TESTS ARE NOT RELIABLE

Cambridge, Mass., Jan. 6.—"Intelligence tests" cannot be justified, declared Professor J. Crosby Chapman, of Yale university, in a discussion of intelligence tests and says the aim of fitting the man to the job before the American psychological association. He said the mass of "superficially very thorough and careful work" by author does stand this line, but that it is, in the main, quite futile.

"Apparently many claims made by authors and more by business houses can not be justified by the tests existing bar of statistical truth," he said.

"The general idea is so attractive and the results, if true, so valuable, that psychologists and school men have been captivated by the suggestion of a definite figure which promised to give such valuable information with regard to the pupil and the school.

"Provided sufficiently accurate differential instruments can be available, no one doubts that the procedure is most useful, but in the absence of such instruments I have been shocked by the rigid manner in which the difference in intelligence found by the tests, differences ranging from single tests of each, have been interpreted."

FORTY RAILROADS EARN SIX PER CENT PROFIT

Washington, Jan. 6.—The interstate commerce commission reports that 6 per cent has been earned on approximately 40 railroads in the United States. There is a provision in the transportation act limiting the expenditures of railroads.

None of these roads have added anything to the government, as provided by the Cummins-Esch law. In some cases railroads are due to get a refund by the law is unconstitutional.

A great hue and cry was made last July over what was declared a "defiance of government" when railroad men insisted upon a wage award by the railroad labor board could not be enforced.

The Lehigh & New England railroad insists that the law is unconstitutional and refuses to turn over any part of its excessive earnings. Other roads, whose employes are in receipt of the full return standard, likewise declare no part of the money is legally due the government.

It is clear that the railroads will not give up that money without a court fight. This means that none of the money will be paid until the court of last resort makes a decision.

GIVES BUS PERMITS.

Buffalo, N. Y., Jan. 6.—In one of the most tumultuous meetings in the history of the city council, which lasted until 4 o'clock yesterday morning, the board of public jitney and bus line permits to six applicants, despite protests by the international railway company.

The company has forced employes on a strike in an effort to smash the company "union." The corporation is owned by Philadelphia interests. It operates a jitney service in the latter city, and many of its members are serving as strikebreakers in Buffalo.

The honeyed pleas of the company for "democracy between employer and employed" was wasted on the city council, which contrasted these sentiments with the attitude toward Buffalo citizens the past several months.

Lost Fruit Could Pay Rail Shop Men's Wages

San Bernardino, Cal., Jan. 6.—One large fruit grower has declared that the money lost in this state because of failure to receive cars to ship fruit, would more than equal the interference in wages between railroads and shop employes.

At a meeting of grape growers in this city it was stated that one-third of the state's grape crop has been left because of the failure to secure cars.

B. E. Knapp, president of the Fresno county farm bureau, said that in one district there were 15,000 tons of unpicked grapes, and that this condition prevailed in other parts of the county. He estimates that 30 per cent of the Fresno county grape crop is lost.

The growers are bitter in their criticism of railroads that have permitted cars to remain on sidetracks in the Kansas wheat belt while assuring the public that frosts in California were causing havoc with the grape crop. The grape growers declare the main trouble is because of the shop men's strike and that the railroad managers are too stubborn to accept arbitration of the question or to effect a settlement of their differences with employes.

LABOR SHORTAGE CRY IN WEST IS NOT TRUE

Washington, Jan. 6.—"Although the unemployment situation is not as severe as last winter, there are a large number of idle men here in Washington and throughout the west," said W. M. Short, president of the Washington state federation of labor, in a letter to President Gompers.

The western unionist reports on a campaign started by the strike-bound Great Northern railroad to interest easterners to go west. Secretary of State Hinkle is assisting this movement and has forwarded to Washington citizens cards to send to relatives in the east asking them to come west.

President Short writes that the efforts of Mr. Hinkle can be neutralized, because Washington citizens are acquainted with conditions.

"But if any misrepresentations are being made through the public press in the east," he says, "they should be counteracted, as there are large numbers of idle men here in Washington and throughout the west and no jobs of any kind are available. Although the unemployment situation is not as severe as it was last winter, there are no jobs other than for strikebreakers, and those, available on the railroads."

STIRS PARTY SPIRIT TO AID SUBSIDY BILL

Washington, Jan. 6.—Congressman Davis charges Chairman Lasker of the shipping board with attempting to develop partisan hatreds "because he knows his infamous subsidy bill can not win upon its merits and that its only chance for passage through the senate is as a partisan administration measure, as that was its only chance in the house."

Congressman Davis made this statement in a letter to Senator Capper, the latter's newspaper is conducting a poll of the district delegations to congress, and several prominent citizens are involved, and that enough evidence can be secured against them to "blow up" to send them to the penitentiary. Several cases of the trust have been arrested and these, of course, will receive stiff sentences. Seizure of the trust's books by the authorities show that one executive was paid sums of $75 to $500 by the trust each week for $25,000 bail on charges of arson and burglary. The last-named is held in $10,000 bail.

The trust used the same methods whenever its employes attempted to form a trade union. Ex-convicts were employed and these in turn introduced the same terroristic policy that the small independent laundry owners are now shown to be victims of.

ATTACK CHILD LABOR.

Washington, Jan. 6.—Senator Walsh of Montana proposes a constitutional amendment which would debar from interstate commerce the products of child labor. The Keating child labor law had this provision, but it was declared unconstitutional by the United States supreme court.

DIVIDENDS FAIL.

Minneapolis, Jan. 6.—The anti-union Great Northern railroad has brought forth its stockholders dividends are not forthcoming. The road's locked-out shop men suggest that they put it over the public be served and dividends be issued.

MORE STOCK DIVIDENDS.

New York, Jan. 6.—Wall Street reports no let-up in the stream of stock dividends. The list includes over a million motion pictures, and practically every phase of industry.

RAILROAD PROBE ORDERED BY BOARD

Washington, Jan. 6.—The interstate commerce commission will probe the railroad equipment of this country, and has called on railroad managers for reports. This indicates that the railroads have accepted the test of their union-smashing policy that has wrecked their equipment.

The policy of railroads is illustrated by the Southern Pacific railroad's last report that nearly one-half a million dollars was cut from maintenance-of-way expenses to meet dividends and the extra expense of strikebreakers.

Senator Johnson of California has proposed an amendment to the Cummins-Esch law which would empower the interstate commerce commission to first pass on the equipment of railroads before they are permitted to pay dividends.

Recently William H. Johnston, president of the International Association of Machinists, petitioned the interstate commerce commission to conduct an investigation of the railroads along the line the commission now announces. The trade unionist reminded the commission that the shortage of cars and good-order equipment is the greatest in the history of American railroading.

The petition states that 36.5 per cent of all locomotives on the New York, New Haven & Hartford railroad are chronically out of service in need of repairs, while on the Pennsylvania the percentage is 25.6, and on the Reading 20.

Attention is called to Secretary of Commerce Hoover's statement in his annual report "that the losses to American industry from the present failure of railroad equipment are now equal to the entire cost of government."

ROAD'S LABOR POLICY DESTROYS EQUIPMENT

Topeka, Kan., Jan. 6.—The thousands of cars awaiting repair on the Santa Fe road is traceable to the management's labor policy, declares the federated shop employes committee. The Santa Fe is one of the railroads that refused to accept, and, instead, declares the strike settled over.

The shop men's statement is in answer to a publicity campaign by W. B. Storey, president of the Santa Fe, who has been responsible for poor service.

Thousands of bad-order cars are now awaiting repairs, many of which can be repaired, while thousands of others, in bad condition, are in service and should be taken out of service, the shop men say.

"There are more bad-order engines standing on the Santa Fe today than there has ever been before at any one time, and many others are in service that are defective and in need of a thorough overhauling.

"The demands of mechanics, capable and willing to enter the shops and repair cars, are being refused by executive power, both of which are so sorely needed. Many of the men who exercised this right by the Santa Fe and other roads to come back into the service have been unmercifully discharged.

"One hundred and thirty-six roads have accepted the settlement plan, and the men on these roads have returned to work. Why not the Santa Fe?"

SUBSIDY BILL FALTERS.

Washington, Jan. 6.—Friends of the subsidy bill are not enthusiastic over the prospects of the bill. The subsidy bill has been set aside for several other bills, but is still unsecured. Now is by subsidy opponents. The Borah amendment to the naval appropriation bill, which would empower the president to call a world economic conference, remained valueless at the time the subsidy advocates would gladly devote to their pet measure. These advocates charge Borah with taking advantage of every opportunity to discuss trivial questions as matters now stand, the bill is in bad shape, and unless the unexpected happens the chances of passage are against it.

Friends of the bill are using every power at their command to have the bill come to a vote. They are appealing to senators to support the proposition and also vote against it, but not to take the bill from the calendar for consideration. To date, that policy has not succeeded.

Senator Jones of Washington, who is in charge of the subsidy bill, declares the senate rules changed so debate can be stopped by a majority vote. Now a two-thirds vote is necessary. Limitation of debate in the senate is not popular, and few senators desire to speak or afford more discussion, which the anti-subsidy bloc is glad to do.

It has also been suggested that night sessions be held to push the subsidy through, but the antis reply that they can stay up as late as their opponents.

AVERT CLOTHING STRIKE.

Cleveland, Jan. 6.—Organized ladies' garment workers and their employers have reached an agreement which will avert a strike of which would involve more than 2,000 employes, has passed.

Under the agreement the workers will be paid jointly by the workers and employers. The finished products standards. The new agreement provides that standards be set by two engineers, one to be paid by the union and the other by the manufacturers. If the engineers fail to agree, they are authorized to call in an arbiter.

Wages and other points in dispute are left to the impartial board of referees, which is maintained at the joint expense of the trade.

Under the agreement the referees will act as a board of conciliation in case of any dispute in the union, work out a plan for the control of outside contract shops and for farming out of work, and plan to care for employment during the slack period. Also a question of wage scales for men and women, the union demanding that they be equalized.

DEATH RATE DECLINES.

Washington, Jan. 6.—Decline in the death rate from typhoid, tuberculosis and pneumonia and tuberculosis in all the registration states accounted for death in the United States, were the outstanding features of 1921 which shows the lowest death rate recorded in any year since the beginning of the annual registration by the census bureau reports.

There were 10,163 deaths by automobile accident. This is a gain from 9,103 over 1921. Suicides numbered 11,136, compared with 9,869 in 1920.

PAINTERS RAISE WAGES.

Cincinnati, Jan. 6.—Organized painters have advanced their wages 5 cents an hour until May 22, when they will receive an additional 7 1-2 cents. On August 23 their pay will be advanced 5 cents. This means an increase from 87 1-2 cents to $1.05 in less than seven months.

COAL MINERS' AWFUL PLIGHT IS REVEALED EGYPTIAN SLAVES WERE TREATED BETTER

New York, Jan. 6.—"No Egyptian Pharaoh, rearing for his glory a towering monument, ever drove his slaves harder than these miners were driven. No czar was more autocratic than this big business."

The above is part of a report of a committee appointed by Mayor Hylan to investigate labor conditions in the Berwind coal mines in Somerset and Cambria counties, Pennsylvania, which supply the interborough rapid transit company with coal.

The report states that E. J. Berwind, president of the Berwind-White company, as chairman of the board of directors of the interborough, controls the coal supply policy of the transit company, which has made it possible for the purchase from his own company coal mined under unfair and heartbreaking conditions and reap huge profits, the net income of the latter ing in 1921 to over $1,600,000, with corresponding financial detriment to the interborough, reports in the city of New York." The report recommends that the government take over the coal fields.

"Instead of receiving assistance to get the truth," the report said, "the committee met insult at almost every turn from the Berwind-White mining company. The officials of the company refused to accept the committee's invitation to attend the hearings, but endeavored to entrap it behind closed doors, by the method of soulless corporations.

"The committee heard harrowing tales of suffering and deprivation, and saw in tents, hen houses, stables and in other improvised homes, women and children who had been bare and bleeding and whose bodies were thinly clad.

"It did not take long to learn that the Berwind-White company officials treated their employes as beasts of burden and sacrificed the lives and limbs of thousands of men and the happiness and future of thousands of women and children to build for themselves an industrial autocracy.

"Sad as it is, the charges of underpaying, short weighing and overcharging for food and clothing against the company by its striking employes are only too true. The dejected condition of the miners, the wasted bodies of their wives and the sad faces of their undernied children testified in the strongest terms to their helpless and poverty-stricken condition.

"The stories of these poverty-stricken people were such as would melt any heart except that in the stony bosom of a coal baron.

"At all the mines which the committee visited, it found most of the women and children barefooted and scantily clad. The feet and limbs of most of these unfortunate, particularly those of the children, were scarred and bleeding from walking on hard ice, through underbrush and over stones.

"It appears that the company maintained a force of armed guards at each of its mines, and the miners complained that these guards would come to their homes at night without warrant to pick quarrels with the strikers and treat their women in a disrespectful manner. The committee was informed that two days before its arrival these guards disappeared.

"It is said, but assume true, nevertheless, that once a miner is brought to work in one of these mines he is unable to get away from it, the proper motto at the entrance to the various hollows where their mining camps are located seems to be, 'Abandon hope, all ye who enter here.'

"According to the tales of horror recited before the committee, the living and working conditions of the miners employed by the company are worse than the conditions of the slaves prior to the civil war."

RAIL WORKERS FINED; REFUSED TO RISK LIVES

Los Angeles, Cal., Jan. 6.—Federal Judge Bledsoe fined eight members of the railroad brotherhoods a total of $2,000 each today for refusing to handle trains at Needles, Cal., that had defective equipment. Another reason was the boycott policy of the guards and private detectives employed by the Santa Fe railroad.

The bone of contention was that the accused were guilty of "conspiracy to obstruct interstate commerce." To date nothing is charged to the guards who refuse to see safe equipment for these workers and for passengers.

Opponents of the workers used this case to create a hostile public opinion by claiming that the trains were endangered. But the fact is that it was so insistent that officers of the Santa Fe railroad finally notified their attorneys to withdraw the story which started from this city.

LABOR, KEEP AWAY! IS ALABAMA WARNING

Birmingham, Ala., Jan. 6.—In a circular letter sent to all Alabama state federation of labor, sister federations are warned against the use of convict labor in this state.

"We are aware of the fact," says the circular, "that there are numbers of unemployed, no doubt in most of the states, but there is no need of men in Alabama now, and we request that you send out a circular letter to all the organizations in your state and so inform them, for if they come to Alabama they are merely getting a bad situation more so.

"There is no shortage of labor in Alabama. It is useless to spend money to come here. Stay away."

It is stated that there is some work being done at Muscle Shoals, but that district is overcrowded. High wages are not paid, there are quite a few unorganized wage rate is not paid.

Board and room at Muscle Shoals, we are advised, is as high now as it was during the war. All employes are employed by civil service, and a great deal of difficulty is met in having the rates adjusted properly.

PIECEWORK IS VICIOUS.

Altoona, Pa., Jan. 6.—"One who has never worked on the piecework, premium or bonus system can not appreciate the viciousness of this method," says W. J. Powell, president of the Brotherhood of Railroad Car Repairmen, in a statement issued by the officials of the road's shops on the Pennsylvania system, but that corporation's officials publicity agents ignore facts and glibly talk about the company's "union" plan of "employe representation" in the workers the shadow of democracy.

RAIL INCOMES RISE.

Washington, Jan. 6.—Incomplete reports filed with the Interstate commerce commission by 137 class 1 railroads operating nearly seventy-three systems for November last as $48,458,000, as compared with $50,710,000 for the same month in the previous year ago. These carriers represent a mileage of 197,000 miles.

The roads show the effect of their attempt to smash the open-shop unions by their net operating revenues during November increased 12 per cent.

PLEADS FOR HARMONY.

Trenton, N. J., Jan. 6.—A plea to employers to aid in eliminating the "present social and economic unrest" has been made by J. Philip Bird, president of the manufacturers' association of New Jersey.

"If industry is to thrive and industrial peace is to prevail it is essential that every effort be made to maintain fair and friendly relations between employer and employe," he said.

SECRET DIPLOMACY OPERATES AT CAPITAL

Washington, Jan. 6.—Speaking for the administration, Senator Watson of Indiana made a mess of his opposition to Senator Borah's proposal that the president call a world economic conference to discuss European economic affairs.

The Indiana senator represents the group that insists this country "keep out of Europe." Senator Borah, who took the lead in forcing the league of nations and the treaty of Versailles, insisted that we are in Europe now. In support of his position Senator Watson casually remarked that the administration has been throwing out "feelers" to Europe on the debt subject. The speaker realized he made a blunder when Senator Borah leaped into the air and with a shout forced an acknowledgment that attempts are being made to arrange a conference. It developed that feelers are being carried on while the public is assured this country "will keep out of Europe."

When Senator Borah developed this point he withdrew his resolution for the present session of congress for fear with to embarrass the president, who seemed to agree with him in principle.

The incident is typical of the irresponsible forces that have been pushing this country in European affairs, while professing to keep out. Secret diplomacy by the very men who are being forced in, despite themselves.

While the public does not expect to be informed of the details of meetings between representatives of nations, the public can rightfully object to public declarations of one policy, while arranging a contrary policy through secret parleys and party with them all the evils of secret diplomacy.

It now develops that these secret "conversations" have been carried on for several months by the administration. This, despite the fact that economic conditions there affect the entire world.

UPHOLD MINIMUM WAGE.

San Francisco, Jan. 6.—The California state industrial welfare commission has upheld the $16 minimum wage for women in the mercantile industries. Recently the commission reduced the wage to $15, but the protest movement caused the award to the courts and the commission is defending its action. The commission then held hearings for another proposed reduction, and organized labor has protested publicity against the proposal that the old rate is retained.

ANTIS RAISE WAGES.

Cohoes, N. Y., Jan. 6.—A 10 per cent wage increase is announced by anti-union knitting mills in this district, and is intended to offset agitation by the United Textile Workers of America for a restoration of wage cuts the past two years.

The present increase is less than half of the total wage reductions, but the increase is the first the employes will be satisfied and give "agitators" a wide berth.

WHO GETS THE MONEY?

Washington, Jan. 6.—The workers' share in the rubber industry is less than $20 a week, according to the census bureau. It is reported in the rubber tire and tubes and other rubber goods it is stated that in 1921 the average number of hands was 7,356 were paid a total of $97,067,000 in wages. This is an average of $19.46 a week.

In round numbers the cost of materials was $283,000,000, while the value added by manufacture was $257,000,000.

LOW WAGE FOR SKILL.

Washington, Jan. 6.—Workers employed in the manufacture of musical instruments, other than pianos and organs, averaged $25.38 a week during 1921, according to the census bureau. These workers are highly skilled. They produce band and orchestral instruments, chimes, bells, brass and wood instruments and stringed instruments.

Miners Offer Solution of Coal Problem

New York, Jan. 6.—A tentative plan to nationalize the coal mines of this country, as worked out by the nationalization research committee of the United Mine Workers of America, was made public by C. J. Golden, president of district No. 2, United Mine Workers, at a meeting in this city.

The plan is not government ownership as popularly understood, but provides for the operation of the mines by a joint commission. The total cost of taking over the mines is placed at $4,500,000,000. This is based on estimates by coal owners and the government.

The properties and fixing of prices would be under control of a federal interstate commission of nine, directly responsible and difficult to be known as secretary of mines. The commission would be appointed partly by president of the industry, the miners and coal consumers. Members of the council would be appointed by the federal commission of mines from nominations made by the groups represented.

Wages would be considered a first charge on the industry, that an American living standard is assured. The backers of the proposal presents this justification:

"The coal industry has been so disorganized and demoralized during the past few years that it is now confronted with a situation in recent years has approached what big business and standpatters describe as a 'labor catastrophe.' Intelligent men, with the welfare of the industry at heart, agree that the only cure is up-the-pace by speculative profits, over-production, shortages, sky-high prices, unemployment, panics, spies, the anarchy of miners, a sullen, desperate public. Unless unification and order enter the industry there will be a blind-pig somewhere, followed by drastic, angry and frenzied legislation.

"The American kingdom of coal is today in as chaotic and explosive a condition as the states of Europe. No single constructive suggestion has come from the operators. No leading idea has come from the public. The public is feeling uneasily, but is not yet thinking wisely.

"The operators have a fresh explanation for the annual crisis as often as it rolls around. One year it is car shortage, another year high wages, then the war, then government interference. Of thought-out plan and remedy, they have none."